<u>CLAIMS</u>

What is claimed is:

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1. In a magnetic levitation induction track having a close-packed ladder-like array of shorted circuits in a track to levitate a train car, said track formed of a series of conductive rungs electrically connected at ends to a conductive shorting means, wherein the improvement comprises:

each said conductive track rung formed as a linearly elongated member having a first shorting bar attachment end opposite a second shorting bar attachment end and formed of a stainless steel outer shell having a flat upper surface parallel and opposite to a flat lower surface, and connected by a pair of slightly concave sidewalls; and

a Litz cable formed of a plurality of strands of copper conductors packed within said stainless steel outer shell.

- 2. The improvement of Claim 1, wherein said stainless steel outer shell is annealed.
- 3. A method for making the improved Litz track rung of Claim 1, said method comprising the steps:
 - Obtaining stainless steel square tubestock made by otherwise conventional methods;

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- Forming said tubestock to the required length and general configuration;
- c. Removing work hardening and magnetism generated within said tubestock;
- d. Obtaining a square packed Litz cable pre-formed having a square shaped cross section;
- e. Installing said square packed Litz cable within said tubestock; and
- 4. The method of Claim 3, further comprising the steps:
 - a. Compressing said rails to the desired overall outer dimensions.
- 5. The method of Claim 3, further comprising the steps:
 - a. Forming a pair of slightly concave sidewalls to said rail; and
 - b. Flatting an upper rail surface and a lower rail surface.
- 6. The method of Claim 3, wherein removing work hardening and magnetism generated within said tubestock is done by annealing said tubestock.
- 7. The method of claim 3, wherein removing work hardening and magnetism generated within said tubestock is done by heat treating at 1900 degrees Fahrenheit.

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- 8. A method for making the improved Litz track rung comprising the steps:
 - a. Forming a square stainless steel tube;
 - Removing work hardening and magnetism generated within said tubestock;
 - c. Forming a square packed Litz cable; and

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- d. Inserting said Litz cable within said tubestock.
- 9. The method of Claim 8, further comprising the steps
 - a. Compressing said rails to the desired overall outer dimensions.
- 10. The method of Claim 8, further comprising the steps:
 - a. Forming a pair of slightly concave sidewalls to said rail; and
 - b. Flatting an upper rail surface and a lower rail surface.
- 15 11. The method of Claim 8, wherein removing work hardening and magnetism generated within said tubestock is done by annealing said tubestock.
 - 12. The method of claim 8, wherein removing work hardening and magnetism generated within said tubestock is done by heat treating at 1900 degrees

 Fahrenheit.

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